



4.0 ENVIRONMENTAL CONSEQUENCES

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4.1 Socio-Economic Conditions

4.1.1 *Land Use Patterns*

Alternative Concept A and B

As indicated in Section 3.3.1 of this document, the land uses within a mile of the AFM precinct consist of a mix of open space, commercial, governmental, institutional and residential activities. Within this context, the Naval Annex site serves as a government office use that brings approximately 5,000 office workers to the site daily, during the work week. During weekends, this number drops significantly.

As mandated by Congress, the DOD, in coordination with the AFMF, would be responsible for preparing the site, including demolition of Wing 8 and the adjacent parking area. The Department has two years, from the date of notification from the AFMF indicating that the Foundation has sufficient funds, to provide a prepared site to the Foundation. The AFMF provided such notification to DOD in September 2002 and it is anticipated that the site would be transferred by September 2004. Construction of the proposed AFM is anticipated to last for approximately 21 months and is expected to be completed by September 2006. During this time, limited demolition and construction-related activities are likely to directly and indirectly affect land uses in areas adjacent to the AFM precinct. These temporary impacts may include increased noise and dust, higher truck traffic levels, and an altered visual environment. Utilizing appropriate construction practices would minimize these short-term impacts. Overall, short-term, construction-related impacts are anticipated to be minor and would have a temporary effect on land uses adjacent to the Naval Annex Site.

Alternatives A and B would result in the addition of a commemorative and open space use in an area that currently functions as government office space. In the immediate period after the Memorial is open to the public, there is potential for minor impacts on the remaining offices in the Naval Annex site. These potential conflicts could include an increase in pedestrian and vehicular traffic during the non-peak hours. In the long-term, once the remaining Wings of FOB #2 are demolished and the site is transferred to the Arlington National Cemetery, the Memorial would be compatible with, and help expand upon, the Cemetery's open space and contemplative uses.

The proposed Memorial is not anticipated to have an adverse impact on other surrounding uses in the area.

Alternative Concept C

The No-Action Alternative would not result in the establishment of a commemorative work at the Naval Annex site. The existing governmental office use would likely remain until the site is transferred to the Arlington National Cemetery.

Mitigation for Alternatives A and B

Short-term construction impacts should be mitigated by coordinating construction routes and activities with the surrounding community. The long-term positive effects on land use could be enhanced if additional open space was provided along Columbia Pike near the Memorial site, to further expand upon the Arlington National Cemetery green space.

4.1.2 Planning Controls and Policies

Alternative Concept A

Since the proposed Memorial would be built on federal property, it is not subject to Arlington County's *General Land Use Plan and Zoning Policies*. Also, the Naval Annex site and the adjacent neighborhood are not located in an area designated by the County as a Neighborhood Conservation Area. Therefore, the proposed action would not have an adverse impact on the County's planning policies.

The development of the proposed Memorial would be consistent with the *Columbia Pike Initiative* that identifies this area as the eastern gateway to Columbia Pike and a location for a museum or memorial. Also, as a design element, the spires would evoke the sense of gateway along Columbia Pike that would be consistent with the intention of the plan.

The *Arlington National Cemetery Master Plan* identifies the Naval Annex site as a potential site for expanding the Cemetery. The *Concept Land Utilization Study* provides a detailed assessment of the feasibility of expanding the Cemetery into the Naval Annex site, including the potential yield of graveyard sites and columbarium niches. The AFM is proposed in a location that is illustrated as an area for ground interment and a proposed internal roadway loop in the Cemetery's concept layout plan. The amount of potential space available to the Cemetery would be reduced by approximately three acres due the development of the Memorial. However, the National Defense Authorization Act for Fiscal Year 2000 (Public Law 106-65), which provides for the transfer of the Naval Annex site to the Arlington National Cemetery, also indicates that, of the land transferred to the Cemetery, the Secretary of Defense may reserve up to 10 acres as a site for a National Military Museum and any other memorials that the Secretary considers compatible with the Cemetery. The proposed Memorial would qualify under that latter requirement and, therefore, would not be an adverse impact on the Cemetery's expansion plans. The proposed Memorial would require a separate entrance off Columbia Pike, in addition to the one proposed by the study, and would therefore, have a minor impact on the study's recommended plan.

The construction of the AFM would result in establishing a commemorative work that would be of historical and national significance. The AFM would also establish a gateway between Washington, D.C. and Virginia, and would create another destination for tourists visiting the area. This proposed action, therefore, would be consistent with the *Memorials and Museums Master Plan* that identifies this site as one of 20 Prime sites in the Washington D.C. area for developing such a monument, as well as, identifies this site as a location for a new gateway into the Nation's Capital.

The National Defense Authorization Act for 2003 recognizes that a master plan for the Naval Annex site should be undertaken to address the proposed changes to the area and consider the proposed Air Force Memorial. Therefore, it is anticipated that the proposed Memorial would be consistent with the plan's recommendations.

Alternative Concept B

Under Alternative B, the entrance and parking area to the proposed Memorial would be located off Southgate Road. The *Concept Land Utilization Study* suggests converting Southgate Road to an internal Cemetery road with no access off Columbia Pike or Joyce Street, and realigning Columbia Pike at its intersection with Joyce Street. Alternative B would not be consistent with the Study's recommendation, as it would require an entrance off Joyce Street. Therefore, there would be a minor impact on the study's recommended plan. With respect to other planning controls, Alternative B would be similar to Alternative A.

Alternative Concept C

The No-Action Alternative would not result in the development of an AFM at this site. While that would be consistent with the *Concept Land Utilization Study*, it would not be consistent with the *Memorials and Museums Master Plan's* recommendation of establishing a commemorative work that would be of "lasting historical and national importance."

Mitigation for Alternatives A and B

No mitigation measures as per planning controls and policies would be required under Alternatives A and B.

4.1.3 Demographics and Environmental Justice

Alternative Concepts A and B

The nature of the action, which is the construction of a Memorial on a relatively small site located away from potentially affected communities would minimize the potential for high and adverse impacts to the communities. These communities would not bear a disproportionate burden of the potential health and environmental effects of the action.

The proposed action would improve the physical setting and increase the area's visibility to tourism. Such benefits would likely help elevate the socioeconomic conditions of the area and contribute to the confidence of real estate investors and homeowners. These factors could help make nearby neighborhoods more desirable places to live.

No-Action Alternative

Under the No-Action Alternative, there would be no development of a memorial on the project site. Therefore, there would be no impact to the demographic characteristics of the study area or potentially affected communities, in terms of environmental justice.

Mitigation for Alternatives A and B

No mitigation measures would be required under Alternatives A and B.

4.2 Cultural Resources

4.2.1 Archaeology and Historic Preservation

Site development has altered the Naval Annex site to a degree that leaves few traces of potential earlier resources. Because there are no known archaeological or designated historic resources on the site, the construction of the proposed Memorial would not adversely impact these resources. Should debris related to construction of FOB #2 or earlier structures be encountered during demolition of Wing 8 or construction of the proposed Memorial, however, activities would be stopped while the appropriate studies are conducted.

Alternative Concepts A and B

Alternative Concepts A and B would have a positive impact on FOB #2 because it would facilitate the demolition of a later wing addition.

Alternative Concepts A and B would be an added feature to the collection of historic resources near the Naval Annex site. The Memorial and associated landscaping would have a positive effect on Arlington National Cemetery and the Pentagon by creating a unified greensward that would augment the setting of these resources. Likewise, the proposed Memorial would contribute to the establishment of a “memorial precinct” in this area.

The proposed Memorial would provide an historic link to the Fort Myer Historic District, where some of the early events important to the Air Force and its predecessors occurred. These include the first test flight of an Aeronautical Division Army Signal Corps (forerunner of U.S. Air Force) flying machine, the first person (Lt. Thomas Selfridge) killed in a powered aircraft accident, and the first official test flight of the Signal Corps first airplane, all of which occurred between 1907 and 1908. The proximity of the Memorial to the location of these events would be a beneficial impact.

Although historic maps and research indicate ambiguous locations and boundaries for Freedman’s Village, it is believed that the Village was located to the north of the AFM precinct, in the southeastern section of Arlington National Cemetery. Hence, construction activities associated with the proposed action are not anticipated to have an adverse effect on Freedman’s Village.

The proposed Memorial would have no effect on the Arlington Chapel and Abbey Mausoleum sites.

No-Action Alternative

Under the No-Action Alternative, the later wing addition of Wing 8 would remain part of FOB #2. Likewise, the promontory would be continued to be used for parking for FOB #2 and Wing 8. This use neither enhances the historic character of the area nor augments the views to or from surrounding historic resources.

Mitigation for Alternatives A and B

DOD has initiated consultation with the State Historic Preservation Officer for the Commonwealth of Virginia, and will consult with Arlington County and other appropriate stakeholders through the Section 106 process to identify any needed mitigation measures.

4.2.2 Visual Resources

The area of visual influence, or viewshed, as described in Section 3.2.2, provides the context for assessing visual impacts. Impacts to views and vistas are determined based on an analysis of the existing quality of the view, the sensitivity of the view (such as important historic and cultural sites), and the relationship of the mass and scale of the proposed AFM to the existing visual environment.

The impact assessment presented below was based on standard visual impact methodology, including review of proposed plans, sections, elevations and models of the proposed AFM, and a detailed analysis of potential views from existing visual precincts that surround the Memorial. The locations of the viewpoints used in the simulations are shown in Figure 4-1.

Visual impacts in the analysis presented below are described in the following categories:

No visual impact occurs when the Memorial would not be visible.

Minor visual impact occurs when a small portion of the proposed Memorial would be visible and would not interfere with important views.

Moderate visual impact occurs when the proposed Memorial would be partially visible and would partially interfere with important views.

Major visual impact occurs when the proposed Memorial would be largely visible and would interfere with important views.

Positive visual impact occurs when the proposed Memorial would be largely visible and would help improve the visual characteristics of existing views.

Alternative Concept A

The proposed AFM would not be visible from the primary vantage points of Arlington National Cemetery, including the Arlington House (located approximately 1 mile away). Therefore, the

proposed Memorial would not adversely affect the visual quality of the Cemetery (see Figure 4-2, Simulation 1).

From Columbia Pike, at the western edge of the Naval Annex site, the proposed spires would be partially visible behind the remaining wings of FOB #2 during the interim period. This view would change after the expansion of the Cemetery, where the foreground would include an open and vegetated area instead of the existing building. The spires would continue to be visible to motorists and pedestrians heading in the eastward direction along Columbia Pike. Also visible would be the proposed entrance to the Memorial. From this location, the Memorial would have a minor visual impact (see Figure 4-2, Simulation 2).

The proposed AFM would be visible from both the southbound and the northbound lanes of Interstate 395. From the southbound lanes, the spires would provide a focal point to motorists before moving past the site. Similarly, the Memorial, and especially the spires, would be visible to motorists driving along the northbound lanes. From both directions, the Memorial could evoke a sense of gateway; from the north, a gateway into Arlington County, and Virginia, and from the south, a gateway into the District of Columbia. The proposed Memorial would have a major visual impact as it would be largely visible along Interstate 395. However, it would not obstruct important views and would have a positive impact as the proposed Memorial would improve the visual environment of the Naval Annex site (see Figure 4-2, Simulations 3, 4 and 5).

Due to the prominence of the promontory location, the proposed Memorial would be visible from the Pentagon Building, areas to the southwest, west and northwest of the building and Route 27, with the remainder of the Naval Annex buildings and the Sheraton Hotel providing a backdrop. After the proposed expansion of the Arlington National Cemetery, the Sheraton Hotel will continue to be visible in the backdrop. From these locations, the vegetated green space and commemorative spires of the proposed Memorial would have a minor visual impact (see Figure 4-2, Simulations 6, 7 and 8).

The proposed Memorial would not be visible from the Navy Marine War Memorial along GWMP. Therefore, there would be no resulting visual impact (see Figure 4-2, Simulation 9).

From the base of the Washington Monument (located approximately 2.3 miles away), the proposed Memorial would not be visible during summer months. During winter months, the proposed AFM may be slightly visible through existing trees. The resulting visual impact is anticipated to be minor (see Figure 4-2, Simulation 10).

From the Tidal Basin, the proposed Memorial would be visible in the distance. The existing vista from the north of the Tidal Basin includes a view of the water body in the foreground, and portions of the Naval Annex Building, the Sheraton Hotel (immediately to the west of the Naval Annex site) and portions of Crystal City in the distance. The spires would be slightly visible from this area. Since the proposed Memorial would not significantly interfere with this viewshed, its visual impact would be minor (see Figure 4-2, Simulation 11).

Similarly, the proposed Memorial would be visible from the southern edge of the steps from the Jefferson Memorial (located approximately 1.8 miles away). However, this vista is not

prominent to most visitors, as the more popular and accessible viewshed is towards the north from the steps of the Jefferson Memorial. Therefore, the proposed Memorial would have a minor visual impact from this area (see Figure 4-2, Simulation 12).

In general, from the monumental core of Washington D.C., the Memorial would help extend the visible green space that includes Arlington National Cemetery and Arlington Ridge. This would provide a positive visual impact.

For the other distant areas examined for this study, the proposed Memorial would not be seen from the following locations. Therefore, there would be no visual impact on the vistas from these locations:

- West of the US Capitol (See Figure 4-2, Simulation 13)
- West of the Lincoln Memorial (See Figure 4-2, Simulation 14)

Alternative Concept B

The proposed Memorial under Alternative B would have a similar visual impact as Alternative A. The only variation would be the impact on the view from Columbia Pike looking east. Under Alternative B, there would not be an entrance off Columbia Pike and, therefore, the edge along the road would appear entirely vegetated with buffer planting.

Alternative Concept C

The No-Action Alternative would not result in visual impacts, including potential improvement to existing visual conditions.

Mitigation for Alternatives A and B

No mitigation measures would be required to develop the proposed Memorial under Alternatives A and B.

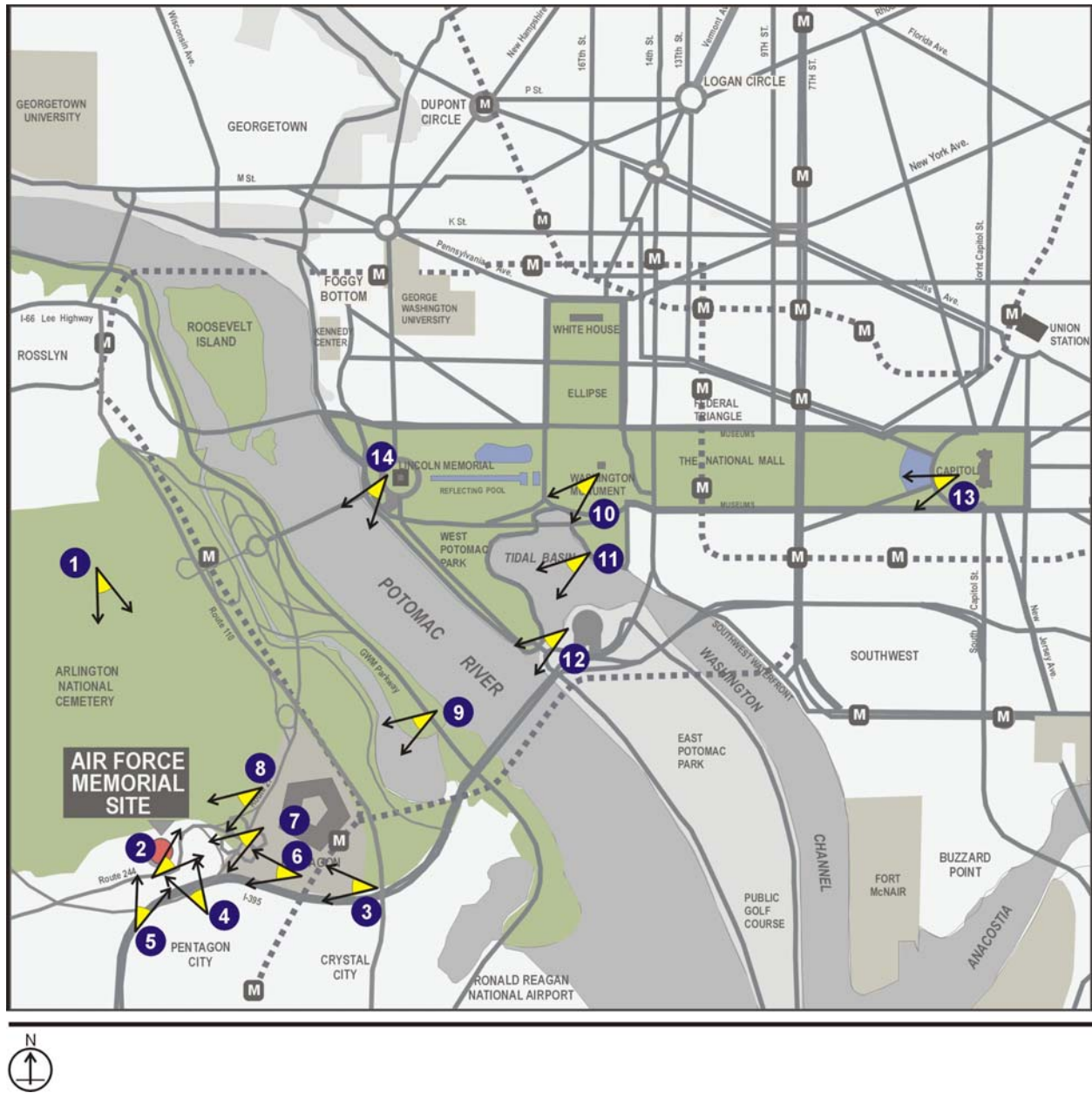


Figure 4-1: Approximate Location of Representative Viewpoints



Existing View 1



Simulation 1 (Note: Because the proposed AFM is not visible, it is indicated in red.)

Figure 4-2 (1): From the vicinity of Arlington House (located 1 mile away in Arlington National Cemetery) looking south.



Existing View 2



Simulation 2

Figure 4-2 (2): From Columbia Pike looking east.



Existing View 3



Simulation 3

Figure 4-2 (3): From I-395 southbound lanes.



Existing View 4



Simulation 4

Figure 4-2 (4): From Ridge Road, across I-395.



Existing View 5



Simulation 5

Figure 4-2 (5): From I-395 northbound lanes.



Existing View 6



Simulation 6

Figure 4-2 (6): From the Pentagon Building's Corridor 2 South Terrace.



Existing View 7



Simulation 7

Figure 4-2 (7): From Route 27.